

Comment 1 for Regional Greenhouse Gas Emission Reduction Targets SB 375 (2010sb375) - Non-Reg.

First Name: Grace

Last Name: Marvin

Email Address: g-marvin@comcast.net

Affiliation: Sierra Club - Yahi Group

Subject: VMT targets: make them stronger!

Comment:

Please note that we need to dramatically reduce our CO2 levels in CA. Thus, I am writing you to reduce them much more than the amounts allowed in the proposed legislation. Now is the time we can make a huge difference and it will save us our population's health and our state's (tax) money if we look down a clearer road! Thank you

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2010-08-09 10:57:10

No Duplicates.

Comment 2 for Regional Greenhouse Gas Emission Reduction Targets SB 375 (2010sb375) - Non-Reg.

First Name: Donald

Last Name: Forman

Email Address: kateanddon@sbcglobal.net

Affiliation:

Subject: We need stricter targets for lowering GHG emissions

Comment:

GHG emissions should not be a political compromise. We need the strictest targets that can feasibly be accomplished. Please tighten the limits in your SB 375 implementation.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2010-08-09 11:06:48

No Duplicates.

Comment 3 for Regional Greenhouse Gas Emission Reduction Targets SB 375 (2010sb375) - Non-Reg.

First Name: Autumn

Last Name: Bernstein

Email Address: info@climateplan.org

Affiliation: ClimatePlan

Subject: Analysis of SB 375 targets for San Joaquin Valley

Comment:

Please see the attached memo.

Attachment: www.arb.ca.gov/lists/2010sb375/5-climateplan_analysis_of_sjv_targets.pdf

Original File Name: ClimatePlan Analysis of SJV Targets.pdf

Date and Time Comment Was Submitted: 2010-08-09 12:21:40

No Duplicates.

Comment 4 for Regional Greenhouse Gas Emission Reduction Targets SB 375 (2010sb375) - Non-Reg.

First Name: Jennifer

Last Name: Dhillon

Email Address: jenniferdhillon@gmail.com

Affiliation:

Subject: Adoption of Proposed Regional Greenhouse Gas Emission Reduction Targets for Automobiles a

Comment:

Dear Board Members

I would like like voice my support for efforts to reduce greenhouse gas emmissions for automobiles and light trucks re: SB375 and AB 32.

I am a resident homeowner in West Oakland. The danger of emissions to myself and my family's health is well documented. SB 375 will help to create a better environment for my family, our neighborhoods and community -- and help to rebuild our community by increasing awareness and incentives to live near public transportation (e.g. West Oakland BART station), drive less, walk more and enjoy cleaner air quality.

The failure of government regulators to reduce greenhouse emmissions places the burden of business and consumer overconsumption squarely on those of us who have to breathe in their polluted air. The port, the freeways and the use of our neighborhood as a throughfare for cars and trucks makes our neighborhood air quality one of the unhealthiest around.

Please consider the highest targets possible and help this region look forward with optimism to a better economic future, based on lower emmissions, greener technologies and better urban planning.

Sincerely,
Jennifer Dhillon

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2010-08-09 12:24:56

No Duplicates.

Comment 5 for Regional Greenhouse Gas Emission Reduction Targets SB 375 (2010sb375) - Non-Reg.

First Name: Kathy

Last Name: Seal

Email Address: Kathyseal@gmail.com

Affiliation:

Subject: SB 375 Target

Comment:

Please reduce VMT per capita in the SCAG region so that we don't get more congested as our population grows. This means decreases in VMT per capita of about 20% by 2020 and 40% by 2035.

Thank you,

Kathy Seal

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2010-08-09 14:49:26

No Duplicates.

Comment 6 for Regional Greenhouse Gas Emission Reduction Targets SB 375 (2010sb375) - Non-Reg.

First Name: Roy

Last Name: Nakadegawa P.E.

Email Address: rnakadegawa@myfastmail.com

Affiliation: past SF BART Director

Subject: 2010sb375

Comment:

I am grateful that the State has passed SB 375, which improves everyone's quality of life through improved transportation planning that reduces air pollution and greenhouse gas emissions.

MPOs are proposing to reduced air pollution and greenhouse gas emissions through reducing vehicle miles traveled VMT per person. VMT reductions can produced many benefits:

- Reduce traffic congestion
- Reduce consumption of gasoline
- Reduce our dependence on foreign oil.
- Encourage improve access to transit through better land development that will be more walkable and bikable
- Such developments also provides job opportunities, shopping and other amenities closer to residences
- Plus reduce air pollution and greenhouse gas emissions providing a more healthful environment and reduce the impending environmental disasters

However, the VMT reductions per capita that the MPOs and CARB have proposed are limited to accomplish all these benefits, because of projected population increases. In other words, the net result from even the maximum proposed 10% VMT reduction per capita still means an 8% increase in VMT by 2020, considering the population increase and a 5% VMT target would mean a 14% increase. By 2035, a 12% VMT reduction per capita would mean the total VMT would 28% higher than in 2005 (using the official California Dept of Finance population projections).

To accomplish the needed reductions requires stopping sprawl and shifting to in-fill development along with ending highway expansion. Transportation planning must include aggressive coordinated land planning and transportation demand management that supports increased transit use, car-pooling, bicycling and walking, unbundling parking costs, pricing of roadway use and parking pricing

As a past SF BART Director and Member of TRB's Committee on Transit Development and Land Use, our current pricing system on BART transit parking is fundamentally unfair especially because its improvement cost and the increased land value occupied by parking is equivalent to \$6-7 per space, yet the charge if any is applied is a fraction of this cost, so non-parkers who are less affluent and more transit dependent subsidies the more affluent suburbanite use of BART parking. In turn peak hour feeder transit subsidized at the same cost as the parking subsidy is seldom used and where BART

could in lieu develop Transit Oriented Development on the acres of space occupied by parking or costly structured parking.

Being revenue neutral and driving less will reduce VMT. I believe that the combination of land use change and ending highway expansion will put California on track to achieve a 2035 target of no net total increase in VMT.

I know that the MPO draft targets are challenging because they represent a reversal of the historic trend in constantly relieving congestion and increasing VMT per capita. But the bottom line is these measures will expand local jobs opportunities and improve the quality of life in all our communities as well as impending environmental disasters.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2010-08-09 16:31:08

No Duplicates.

Comment 7 for Regional Greenhouse Gas Emission Reduction Targets SB 375 (2010sb375) - Non-Reg.

First Name: Jim
Last Name: Stewart
Email Address: Jim@earthdayla.org
Affiliation: Sierra Club

Subject: Reduce VMT/capita to counter increases in population: 40% less by 2035
Comment:

Please reduce VMT per capita so that we don't get more congested as our population grows. This means targets should be decreases in VMT per capita of about 19% by 2020 and 40% by 2035.

The result will be increased quality of life, less air pollution and less global warming contributions.

More details attached.

Attachment: www.arb.ca.gov/lists/2010sb375/9-sb_375_commentssierraclubca.doc

Original File Name: SB 375 CommentsSierraClubCA.doc

Date and Time Comment Was Submitted: 2010-08-09 16:42:40

No Duplicates.

Comment 8 for Regional Greenhouse Gas Emission Reduction Targets SB 375 (2010sb375) - Non-Reg.

First Name: Michael
Last Name: Bullock
Email Address: mike_bullock@earthlink.net
Affiliation: Environmental

Subject: Your2035TargetsDon'tSupportTheGovernor'sExecutiveOrder.
Comment:

Earl Withycombe, P.E.
South Coast AQMD Planning Liaison
Planning & Technical Support Division
California Air Resources Board

Earl,

From your just-released staff report,
http://arb.ca.gov/cc/sb375/staffreport_sb375080910.pdf, on Page 22
, comes the following very confusing 2-sentence paragraph:

"Using the data provided by the MPOs over the past four months, the proposed targets would result in a reduction of greenhouse gas emissions of over three million metric tons of CO2 per year (MMTCO2/year) in 2020, and 15 MMTCO2/year in 2035. When these reductions are applied to the most recent statewide 2020 emissions forecast, the emissions target for passenger vehicles in California's 2008 Climate Change Scoping Plan is met."

I assume your first sentence is true. However, the second sentence is false, for the 2035 value. This paragraph mixes in the 2035 reductions of 15 MMTCO2/year where it does not belong. The 2008 Scoping Plan is quantitatively ONLY about AB32. AB32 only goes out to 2020. The 2008 Scoping Plan does NOT support the 15 MMTCO2 value for 2035.

Nothing does.

So I have these 4 questions. What about 2035? What about the Governor's Executive Order? What about climate stability?

My calculations indicate that a much larger reduction is required by 2035, as follows.

(Please tell me what is wrong with this calculation. For Pavely and the Governor's Executive Order trajectories, I use Figure 1 of <http://www.nrdc.org/globalwarming/sb375/files/sb375.pdf>.)

1.) Just to show how far off CARB targets are, for 2035, I will use a "huge" 20% reduction, to result in a 2005 to 2035 factor of .8.

2.) I will use the SANDAG populations figures, which is a growth of from 3034388 to 3984753, for a factor of (the larger over the smaller) 1.313.

3.) Using the values from the above-mentioned Figure 1, the Pavley reduction, extrapolated out to 2035, give a very nice reduction factor of .685.

4.) The LCFS factor is .9.

5.) Using the values from the above-mentioned Figure 1, the straight-line trajectory of the reduction needed to get and 80% reduction by 2050 is .525.

The four factors are multiplied to give $(.8)(1.313)(.685)(.9) = .648$. This is not good enough. We need this to be at least as low as .525.

A reduction of 35.1% will do the trick: $(.649)(1.313)(.685)(.9) = .525$

Please let me know what is wrong with these calculations. If they are correct, the ARB Directors must not approve your 2035 reductions. They are way too small.

Regards,

Mike Bullock
1800 Bayberry Drive
Oceanside, Ca 92054
760-754-8025
Retired Satellite Systems Engineer, 36 years
Co-author, "A Plan to Efficiently and Conveniently Unbundle Car
Parking Cost"

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2010-08-09 16:51:20

No Duplicates.

Comment 9 for Regional Greenhouse Gas Emission Reduction Targets SB 375 (2010sb375) - Non-Reg.

First Name: Dave
Last Name: Campbell
Email Address: dave.campbell@ebbc.org
Affiliation: East Bay Bicycle Coalition

Subject: GHG Reduction Targets
Comment:

The East Bay Bicycle Coalition strongly encourages the Air Resources Board to adopt the highest targets for reducing greenhouse gas, and does so in a way that reasonably brings the State of California into attainment of the year 2020 goals of reducing GHG's to the levels of 1990. We also strongly encourage you to adopt absolute GHG target reductions and not "per capita" reductions. Per capita reductions are not actually reductions, as MTC Executive Director Steve Heminger explained at the July 28, 2010 MTC Commission Meeting that per capita is not a reduction at all. AB 32 and SB 375 call for absolute reductions. Please revise your methodology to reflect real reductions in GHG's from the transportation sector.

Thank you very much for your consideration of these comments.

Dave Campbell
Program Director
East Bay Bicycle Coalition
www.ebbc.org
Office: 510.845.7433
Email: dave.campbell@ebbc.org

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2010-08-10 14:00:52

No Duplicates.

Comment 10 for Regional Greenhouse Gas Emission Reduction Targets SB 375 (2010sb375) - Non-Reg.

First Name: Beth
Last Name: Krom
Email Address: bkrom@cityofirvine.org
Affiliation:

Subject: Form Letter # 1
Comment:

Aug 10, 2010

Chairman Nichols
1001 I Street
Sacramento, CA 95812

Dear Chairman Nichols,

I encourage the California Air Resources Board to pursue vigorous implementation of SB 375 (Steinberg). This law will help California lead the way in the implementation of "smart growth" economic development policies that promote healthier communities and reduce harmful air pollutants and greenhouse gases. SB 375 does this by encouraging improved land use and transportation planning and alternatives to driving, including:

- *neighborhood reinvestment and redevelopment
- *more robust and effective transit programs
- *more walkable, compact communities connected by transit
- *community design and infrastructure that supports walking and biking

We know these programs will lead to a smart economic development policy at the same time that they generate excellent health benefits and address global warming with more jobs, cleaner air, and less time in traffic. These should be priority goals in California.

Sincerely,

Mrs. Beth Krom
PO Box 19575
Irvine, CA 92623-9575
(949) 724-6233

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2010-08-11 10:44:44

3 Duplicates.

Comment 11 for Regional Greenhouse Gas Emission Reduction Targets SB 375 (2010sb375) - Non-Reg.

First Name: Peter

Last Name: Herzog

Email Address: Non-web submitted comment

Affiliation:

Subject: City of Lake Forest

Comment:

Please see attached

Attachment: www.arb.ca.gov/lists/2010sb375/13-peteherzog.pdf

Original File Name: PeteHerzog.pdf

Date and Time Comment Was Submitted: 2010-08-12 10:41:26

No Duplicates.

Comment 12 for Regional Greenhouse Gas Emission Reduction Targets SB 375 (2010sb375) - Non-Reg.

First Name: Roger

Last Name: Hernandez

Email Address: Non-web submitted comment

Affiliation:

Subject: City of West Covina

Comment:

Please see attached

Attachment: www.arb.ca.gov/lists/2010sb375/14-rogerhernandez.pdf

Original File Name: RogerHernandez.pdf

Date and Time Comment Was Submitted: 2010-08-12 10:41:26

No Duplicates.

Comment 13 for Regional Greenhouse Gas Emission Reduction Targets SB 375 (2010sb375) - Non-Reg.

First Name: Jerry

Last Name: Amante

Email Address: Non-web submitted comment

Affiliation:

Subject: League of California Cities - Orange County Division

Comment:

Please see attached

Attachment: www.arb.ca.gov/lists/2010sb375/15-jerryamante.pdf

Original File Name: JerryAmante.pdf

Date and Time Comment Was Submitted: 2010-08-12 10:41:26

No Duplicates.

Comment 14 for Regional Greenhouse Gas Emission Reduction Targets SB 375 (2010sb375) - Non-Reg.

First Name: Kurt

Last Name: Wiese

Email Address: kwiese@aqmd.gov

Affiliation:

Subject: South Coast AQMD

Comment:

Please see attached

Attachment: www.arb.ca.gov/lists/2010sb375/16-kurtweise.pdf

Original File Name: KurtWeise.pdf

Date and Time Comment Was Submitted: 2010-08-12 10:41:26

No Duplicates.

Comment 15 for Regional Greenhouse Gas Emission Reduction Targets SB 375 (2010sb375) - Non-Reg.

First Name: Dennis

Last Name: Wilberg

Email Address: Non-web submitted comment

Affiliation:

Subject: City of Mission Viejo

Comment:

Please see attached

Attachment: www.arb.ca.gov/lists/2010sb375/17-denniswilberg.pdf

Original File Name: DennisWilberg.pdf

Date and Time Comment Was Submitted: 2010-08-13 14:25:21

No Duplicates.

Comment 16 for Regional Greenhouse Gas Emission Reduction Targets SB 375 (2010sb375) - Non-Reg.

First Name: Tony

Last Name: Boren

Email Address: Non-web submitted comment

Affiliation:

Subject: San Joaquin Valley Regional Planning Agencies' Directors' Committee

Comment:

Please see attached

Attachment: www.arb.ca.gov/lists/2010sb375/18-tonyboren.pdf

Original File Name: TonyBoren.pdf

Date and Time Comment Was Submitted: 2010-08-13 14:25:21

No Duplicates.

There are no comments posted to Regional Greenhouse Gas Emission Reduction Targets SB 375 (2010sb375) that were presented during the Board Hearing at this time.